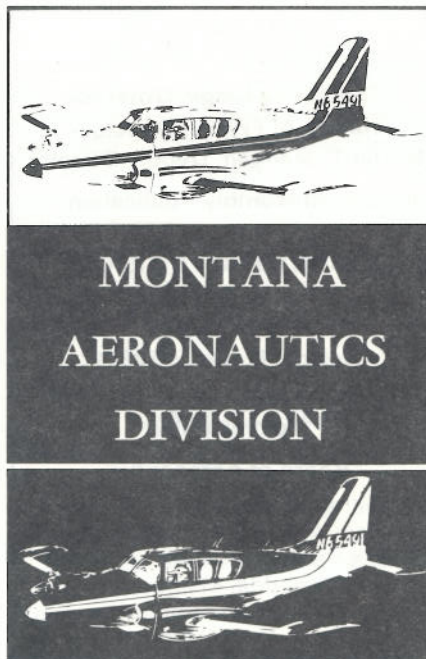




Aviation Mechanic Seminar, Helena, December 16 and 17, 1976.



VOL. 28, NO. 1

MONTANA AND THE SKY

JANUARY, 1977



NEW DIRECTOR

Harold A. Fryslye has been appointed Director of the Department of Community Affairs, replacing Judith Carlson.

Born in Glasgow, Montana, Mr. Fryslye has lived in Montana all his life and received his education in Montana schools. He graduated from Bozeman High School and Montana State University with a degree in Industrial Engineering. He also attended the U.S. Army Command and General Staff College in 1972.

His employment background includes the Montana National Guard as

Administrative Assistant, Manager of the Bozeman Chamber of Commerce, Assistant City Manager of Bozeman, and City Manager from 1969 until he took his present position.

Mr. Fryslye is a 17 year member of the Bozeman Rotary Club, serving as President in 1966; a 20 year member of the Bozeman Elk's Lodge; a 20 year member of the Masonic Lodges and Shrine; and a 23 year member of the Bozeman Chamber of Commerce, serving as Chairman of committees, Director and Manager.

He has been a member of the Montana Army National Guard since 1948, progressing through the various enlisted and commissioned ranks to the present grade of Colonel.

Mr. Fryslye and his wife, Alice, own a grain farm in northeastern Montana.

He has served as Chairman of the Montana Land Use Planning Advisory Committee, Chairman of the Governor's Local Government Advisory Council, and Vice Chairman of the State Commission on Local Government.

Harold and Alice Fryslye have two sons and two daughters, all married.

**FINAL DATE
FOR AIRCRAFT
REGISTRATION IS
FEBRUARY 1**



BILLINGS AIRPORT MANAGER DIES

J. Robert Scarborough, 55, manager of Billings Logan International Airport for the past nine years died January 1 after an extended illness.

A native of Billings, Montana, Scarborough was appointed assistant manager at the airport in 1961.

He served in the U.S. Navy during World War II.

Mr. Scarborough was an accredited airport executive, a member of the Montana Airport Management Association; Honorary President of the Northwest Chapter, Airport Executives, Director of the Northwest Aviation Council; Director of the American Association of Airport Executives; a member of the Billings Chamber of Commerce, the American Legion and the Elks.

Survivors include the widow, Leona; two sons, five sisters and five granddaughters.

**DEPARTMENT OF
COMMUNITY AFFAIRS**

**Thomas L. Judge, Governor
Harold A. Fryslie, Director
Martin T. Mangan, Deputy Director**

**Official Monthly Publication
of the**

AERONAUTICS DIVISION

Phone 449-2506

Box 5178

Helena, Montana 59601

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Administrator**

Board of Aeronautics

Richard O'Brien, Chairman
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Charles E. Marshall, Member



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Edited by: **Bernice M. Peacock**

THURBER'S HELENA

DILLON AIRPORT BUSY PLACE

According to a survey made by the Secretary/Manager of the Dillon Airport, Ed Swetish, 214 people spent 167 days in Dillon, and spent \$6,022.71 for aviation gasoline, with \$2,661.70 additional spent on food and \$2,169.45 for lodging. The survey also indicated that \$33,462.00 was spent on various purchases in the area.

AIR TRANSPORT STATISTICS

The following information came from the January issue of the Airport Report:

	ANNUAL HOURS FLOWN	PASSENGERS
U.S. Airlines	12,000,000	220,000,000
General Aviation	35,000,000	100,000,000

Administrator's Column



We are pleased to report that the first stage of maintenance has been completed at the East Poplar border airstrip. We have had a considerable amount of dirt hauled in and leveled. After meeting with the Saskatchewan Department of Transportation officials and pilot groups from Canada and Montana, it is anticipated that continued maintenance will be a joint effort by Saskatchewan and Montana. Similar arrangements have been successful at Sweetgrass between Alberta Department of Transportation and Montana.

Pilot groups have requested the Aeronautics install a unicom at the East Poplar border crossing which we agreed to do. However, I have been notified by both the U.S. Customs Service and the Immigration Service that they will not allow us to install this unicom. I find this unwillingness to cooperate somewhat alarming. A unicom could only make their job easier and requires very little effort, not to mention the tremendous safety aspects to the flying public from both countries. The Canadian Customs do not share this negative attitude towards flyers and the possibility of a unicom installation in their facilities is being explored.

I also find it alarming to learn that there are varying opinions among some U.S. Customs officials of their own rules and regulations regarding aircraft border crossings. We are requesting clarification of these rules.

I would like to welcome Harold A. Fryslie, the new Director of the Department of Community Affairs. A

biography on Harold is published elsewhere in this publication. Harold replaces Judy Carlson who has been appointed Special Assistant for Human Resources by Governor Thomas L. Judge. I would like to congratulate Mrs. Carlson on her new appointment and thank her for her hard work and sincere interest in Aeronautics matters so important to us.

* * * * *

It was with the deepest regret I learned of Bob Scarborough's passing away January 1. Bob was airport manager at the Billings Logan International Airport for the past seven years. We of the Aeronautics Division wish to extend our sincere sympathy to Mrs. Scarborough and family.

* * * * *

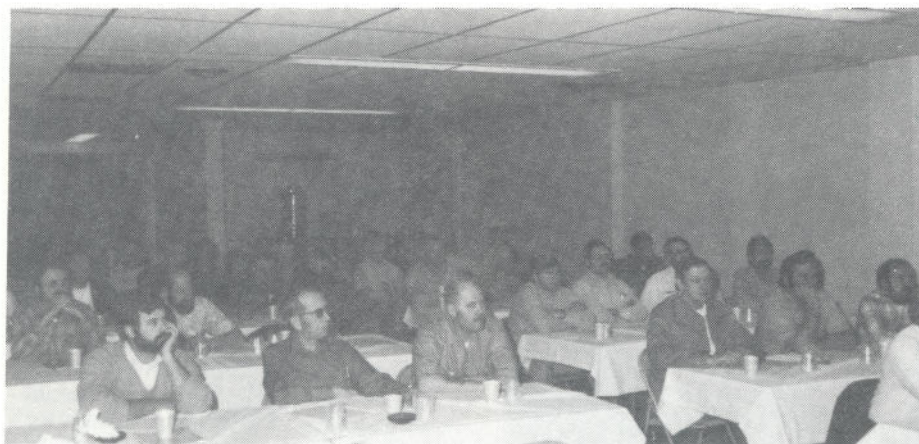
Last month I reported that we are planning to introduce legislation to amend HB 121 regarding aircraft registration. A copy of our proposed amendments was printed in that issue. I would like to encourage you all to familiarize yourselves with the proposed changes and solicit your support in getting this bill through the 1977 legislature. The MPA, Flying Farmers and MATA all support the proposed amendments.

* * * * *

The Governor has announced appointment of three new Aeronautics Board members. A biography of these new members will be featured in next month's issue. The new members are: Herb Sammons of Cut Bank, representing the Montana Pilots Association; Merle Thorstad of Lloyd, representing the County Commissioners Association; and Charles E. Marshall of Lewistown, representing the Chamber of Commerce. Mr. Marshall is also filling the requirement of having a lawyer on the board.

* * * * *

The Montana Aviation Trades Association held a meeting at the Aeronautics in Helena on January 6 and was briefed on legislative as well as operational and financial matters of the Aeronautics Division. It was a good meeting and I hope we were able to satisfactorily answer the many questions presented. Since meetings of this type are very informative and help keep communications open between organizations such as MATA and the Aeronautics Division, I would welcome more of them.



Aviation Mechanic Seminar, Helena, December 16 and 17, 1976.

AVIATION MECHANIC REFRESHER SEMINARS



By: **Jack Wilson**, Chief
Safety and Education Bureau

Two Aviation Mechanics Refresher Seminars were held here in Montana during the month of December. The first was held in Billings on December 14 and 15 at the Northern Hotel. Attending this seminar were mechanics from the Eastern General Aviation District of Montana, who were housed at the Northern during the two days the seminar was in progress.

Making presentations at the seminar were representatives from Champion Spark Plug, Bendix, Inc., Cessna Aircraft Company, Lycoming Engines, Piper Aircraft, Teledyne Continental Engines, and Mr. Richard Kost from the Aviation Maintenance Foundation in Basin, Wyoming, and Mr. Arnold Nickson from Nickson's, Inc. from California. The Seminar was presented in two eight hour day sessions and the attendees were able to be advised of

the latest word on maintenance problems with each of the products presented as well as innovations being presented to the aviation industry.

The second seminar was held in Helena, Montana on December 16 and 17 at Jorgenson's Holiday Motel. Attending this seminar were the mechanics from the Western General Aviation District of Montana and the classes were presented in Jorgenson's Big Sky Room. The same aviation representatives were present at Helena as were in Billings, namely, Mr. Frank Gurko from Champion Spark Plug, Mr. Rex Huyck of Bendix, Inc., Mr. Jerry Sonnemaker from Cessna, Mr. Frank Taulbee from Teledyne Continental, Mr. Russ Failing from Piper Aircraft and Mr. Ken Lowmiller from Lycoming Aircraft Division, as well as Mr. Richard Kost and Arnold Nickson.

It is hoped that these seminars can become a yearly affair as they were in the past, however, in recent years a lack

of interest by the mechanics themselves has precluded their being presented on an annual basis. Rather distressing was the fact that 12 of the mechanics that lived in Billings who were selected to attend the seminar did not even come down the hill for one session or one hour during the entire Billings seminar.



CALENDAR

February 1, 1977—Final day for aircraft registration.

February 12-22—Flying Farmers Mexico Tour.

February 13-18—International Flying Farmer Snowmobile Tour, West Yellowstone.

February 17-19—Montana Aviation Trades Association Annual Convention, Big Sky.

March 11-12—Alberta Flying Farmer Convention, El Rancho Motor Hotel, Lethbridge.

March 17-18—Montana Board of Aeronautics Meeting, Helena.

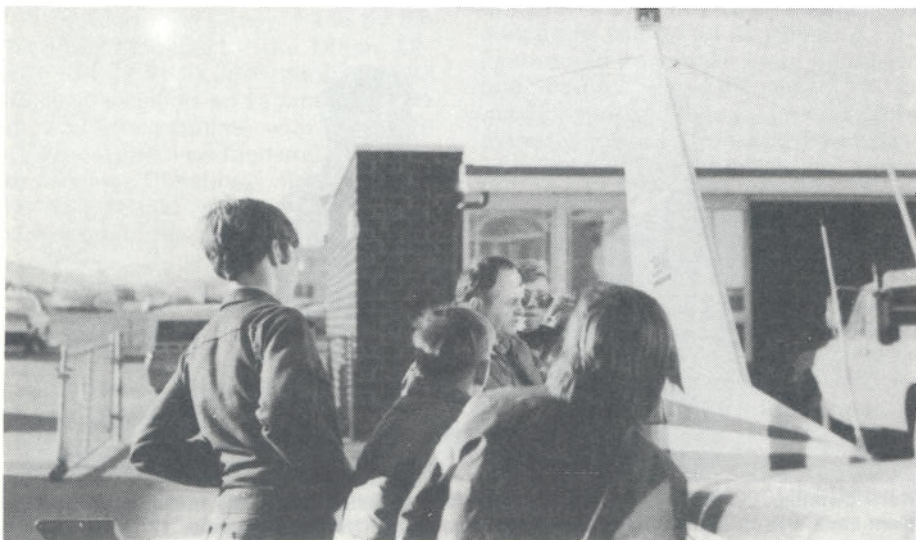
Sept. 30-Oct. 1—Montana Flying Farmer Convention, Billings.

.....

Where in the U.S. does the graceful gleaming trumpeter swan make its home? At the Red Rock Lakes National Wildlife Refuge in the wide and spacious Centennial Valley of Southwestern Montana. It's only about 40 miles from Yellowstone National Park.



Ken Lowmiller, Lycoming Engine representative from Wichita, Kansas, receiving certificate from **Jack Wilson** after Aviation Mechanic Seminar in Helena December 17, 1976.



CAREER AWARENESS



By: Sam Griggs

Aviation Education Supervisor
On December 21 the Aeronautics Division again hosted six youngsters from Helena Junior High School aviation class as an ongoing part of our Career Awareness Program. They were Scott Duncan, Pat McGuire, Sue Spratt, Dan Franklin, Steve Yurish and Joe Long.

On January 4 we had Dan Wesley, Garth Foster and Sam Crawford from the same school.

REQUIREMENTS FOR USE OF MONTANA PILOT FLIGHT PLAN

All pilots must be registered and have a Montana registration number. If NOT able to file by radio, pilots at non-Flight Service Station points in Montana are authorized to call Flight Service Station point COLLECT to file or close Flight Plan.

No calls will be accepted from a point served by a Federal Aviation Administration Flight Service Station.

No restrictions are placed on either Private or Commercial flights. Only Montana Flight Service Stations will accept calls from within state.

FAA Flight Service Stations will accept calls for filing or closing flight plans, and weather checks.

Pilot (at non-Flight Service Station Airport) places a COLLECT phone call to the nearest Flight Service Station. Flight Service Station personnel will ask for your Montana pilot registration number. Please avoid calling during weather broadcast.

MONTANA AVIATION TRADES ASSN ANNUAL CONVENTION

The annual convention of MATA will be held February 17, 18, and 19 at Big Sky, Montana. Registration will begin on the 16th. A block of rooms and condominiums has been reserved, so when you make your reservations at Big Sky be sure to advise them you will be attending the MATA convention.

The agenda will be comprehensive, including a great deal of new material for agricultural spray operators as well as fixed base operators. Speakers will be present to explain new regulations regarding Pesticide Enforcement Policies.

The Montana Department of Agriculture will provide personnel who will be prepared to tutor new applicants who wish to gain certification, as well as providing testing for the certification.

Concurrently the fixed base operators will be hearing the latest information on insurance available presented by Dick Fish and Ralph Hunt. K. C. Spencer of Exxon will discuss the fuel and oil prospects.

Mike Ferguson will be present on Friday to enlighten those interested in the latest data available on aviation-related legislation before the Forty-Fifth Legislature.

The convention will be in the upper village of Big Sky and the meetings will be held in the Mall where the ski lift is located.

Those interested can participate in sleigh rides, skiing, ice skating, jacuzzi, outdoor heated swimming pool and other activities still in the planning stages.

Registration forms will be mailed to all members in the near future. Pre-registration is requested.

PILOT REGISTRATION DUE

REMINDER—If you have not completed and returned your pilot registration application for 1977, do so immediately, in order to be able to make use of your free pilot flight plan service. Also, please be sure to make your check sufficient to cover the extra services you want such as the new airport directory which is just fresh from the printers, the aeronautical chart, or your monthly subscription to this newsletter.



When is the last time you had a CFR training session?

AIRPORT CORNER C.F.R. REVISITED

By: Ted Mathis

The following is an excerpt from a recent National Transportation Safety Board report issued December 9, 1976. This report illustrates the need for continuous maintenance and periodic exercise of C.F.R. vehicles and systems. It also shows the need for recurrent training of C.F.R. personnel and periodic update of airport operations manuals.

"On April 27, 1976, American Airlines Flight 625, a Boeing 727-95, crashed during an attempted takeoff from an aborted landing on runway 9 at Harry S. Truman Airport, St. Thomas, Virgin Islands. The aircraft was destroyed by impact and fire; thirty-seven persons died in the accident. The National Transportation Safety Board's investigation of the crash revealed that the airport operations manual had

several outdated sections, that firefighters failed to bring necessary equipment to the accident site, that airport management did not adequately oversee airport operations during the emergency, and that the airport does not have a direct emergency telephone line.

Specifically, outdated sections of the airport operations manual included the emergency alarm system and its usage, the numbers and types of crash/fire/rescue (CFR) vehicles, and descriptions of airport personnel duties. In addition, during its investigation of an Alaska Airlines accident at Ketchikan International Airport, Ketchikan, Alaska, April 5, 1976, the

Safety Board also found that airports operations manual to be out of date. It is required that the manuals be kept current by 14 CFR 139.31. The Safety Board believes that approved airport operating procedures must be published to facilitate their understanding, and that the operations manuals must be kept current in the interest of safety of certificated airports.

"At St. Thomas, when airport CFR personnel responded to the accident, they did not take any of the available air packs, nor all of the available proximity suits to the accident site. Such equipment is necessary to protect firefighters and to enable them to assist survivors. The airport emergency plan and CFR procedures should be revised to insure that the required CFR equipment is taken to an accident site.

"When Flight 625 crashed, all airport CFR personnel responded immediately. Since the CFR crew chief was also the ranking Port Authority Official on duty at Truman Airport, no Port Authority Official remained on the airport to oversee the airport operations. For example, airport management did not physically inspect the runway before air traffic operation was resumed. Although airport management failed to discuss inspection of the runway with tower personnel, tower personnel did inspect the runway visually. Several light aircraft operations and one air carrier (B-727) operation took place within 30 minutes after the accident, although no CFR protection was available on the airport. The Safety Board believes that the airport operations manual should be revised further to insure a continuity of command at the airport."

CENTERLINE



By: **Jim White**, Chief
Air Transportation Bureau
ON ENVELOPES

Whenever pilots gather in a briefing room or around a coffee pot, the subject of conversation naturally develops around flying and airplanes. One of the topics discussed most frequently is the performance characteristics of various aircraft; rate of climb, payload, take-off run, service ceiling, etc. Each pilot knows his airplane fairly well. These various airplane characteristics are collectively known as the aircraft's "envelope." If this envelope is exceeded the chances of completing the flight successfully are diminished. Sometimes only one of the characteristics need be exceeded for the results to be tragic. Other times a combination of factors, if exceeded, will result in tragedy. In any case, every pilot is well aware of his airplane's envelope, and does everything he can to avoid exceeding it.

There is, however, another "envelope," probably more important than the aircraft envelope, which is very seldom discussed. This is the pilot's "personal envelope." Many factors go into the makeup of this envelope; training, experience, proficiency, physical condition, mental state, the list is inexhaustible. All these factors and many more, and combinations thereof, must be considered when making a "go-no go" decision, while remaining within your personal envelope.

Consider these two examples. You're on the first leg of a flight, early in the day after a good night's sleep. The approach is to minimums, but you're well ahead of the aircraft and everything goes like clockwork. Just

before decision height you break out and centerline is dead ahead. A piece of cake.

In the second example, you're on the last leg of a flight after a long, hard day. You hadn't slept well the night before, have been fighting a cold for a week, and the greasy hamburger you had for lunch eight hours ago feels like a brick in your stomach. It's one of the darkest nights you have seen, the approach is a tricky one, down to minimums and the visibility is going down rapidly. You have felt a little behind the airplane since the first turn around the holding pattern, but think that in 30 minutes you will be home. Must be a lot more wind than you thought, it's taking a big correction just to get back on course. Oh, Oh! DME just went inoperable, did you check the timing, what's the D.H. again, what's that high . . . ? You have heard of the farm? You just bought it.

Same plane, same pilot. What went wrong? The accident investigation cannot find anything wrong with the aircraft. This pilot exceeded his "personal envelope." We have to examine all the factors before every flight that make up this envelope and never exceed them.

There is no hard and fast rule for your "personal envelope." No book to go by. Every flight is different, and it takes experience, good judgement, and a lot of common sense to insure you stay inside your envelope.

"TWIN QUIZ"



By: **Dale Uppinghouse**
Accident Prevention Specialist
FAA GADO-1

You have just taken off in your twin-engine airplane. One engine has just quit! It is too late to land on the remaining runway. What is the very first thing to do?

- a. Retract the landing gear?
- b. Check the fuel valves?
- c. Feather the prop on the offending engine?
- d. None of the above?

Correct answer: d.

Proper procedure is to use the elevator to go to VYse (best single-engine rate of climb speed) immediately, if not sooner. VYse is the speed which will give you the least amount of sink while you are sorting out the other chores.

Trick question you say? Not really. We see many flight checks where the pilot forgets to fly the airplane. He is concentrating on procedure and forgets Numero Uno, fly the airplane.

Did someone ask, "Why worry about the exact speed? Why not get rid of the drag?" O.K. That is exactly the point. That is what we are doing by going to VYse. Too fast means too much parasite drag. To slow means too much induced drag. The blue line marked on the airspeed indicator is the best bet for remaining airborne during single-engine operation. Keep the needle directly over it while getting everything tidied up.

Recurrent training is the only way to keep the engine-out drill in proper sequence in your airplane. In most cases it goes like this:

1. Go for the blue line.
2. Power controls at maximum permissible power.
3. Maintain VYse.
4. Check that the flaps and gear have been retracted.
5. Maintain VYse.
6. Decide and prove which engine is inoperative.
7. Maintain VYse.
8. Feather the prop on the engine with the closed throttle. (you proved which engine was out by closing the throttle, didn't you?)
9. Maintain VYse and to through the written check list for engine out procedure. This list will pick up things like closing the cowl flap on the offending engine, shutting off unnecessary paraphernalia, etc.

Don't be caught swimming in glue if one of your engines suddenly comes down with the "Heeby Jeeby's." Having two engines means there is twice as many chance for engine failure. All the more reason for regular recurrent training.

WINDSOCK PRICES RISE

The price of the 24" windsocks is now \$20.50 each. These windsocks are guaranteed for one year by the manufacturer.

CONGRATULATIONS



FAA CERTIFICATES ISSUED RECENTLY TO PILOTS

STUDENT

Mark Edward Adams, Great Falls

PRIVATE

Karl Walter Buchmann, Nashua

Verlin Eugene Gaskill

Lewistown

Steven John Goodpaster,

Lewistown

William Frank Lacey,

Cut Bank

Jack Howard Foster, Red Lodge

Theodore C. McFarland, Molt

Charles Edward Willkom,

Billings

Leroy E. Smith, Stevensville

Robert William Rector, Havre

Jeffrey Dennis Cleary, Butte

Dennis Anthony DeVivo,

Drummond

Mary Jo Maierle, Helena

Richard N. Shockley, Chinook

James Dale White, Hingham

Charles Folds Mitchell,

Kalispell

Charles Richard Timothy,

Missoula

Doug Jack Sterrett, Havre

Roger John Jergeson, Chinook

Ralph Oscar Godtland, Butte

Karen Lee Fenger, Chester

Jack Charles Nielson, Helena

Charles Richard Clough, Helena

Sarah Jane Price, Avon

Paul Richard Paden,

Fairbanks, Alaska

Sidney John Larson, Joplin

Audrey Kay Thompson,

Kalispell

George Del Heterington, Helena

Kenneth J. Bruckez, Hobson

William Marvin Greeves, Three Forks

Tyler Allen Campbell, Billings

James William Swensgard,

Fort Benton

Steve Burke Williamson, Shelby

David Carlton Lawter,

Great Falls

Douglas Glenn Stephenson,

Great Falls

David Ray Burritt, Butte

Gregory Dean Chamberlain,

Great Falls

Delbert Lee Schwaderer,
Stevensville

John Robert Stene, Malta

Gordon Harold Kennel, Havre

John P. Faber, Lewistown

David Mark Sherick, Polson

John J. Lynn, Coffee Creek

John Victor Plett, Butte

Kenneth Allen Baze, Helena

Michael Dennis Burns, Deer Lodge

James C. Duncan, Jr.,

Great Falls

Ralph N. Weiss, Helena

Robert Henry Franz,

Great Falls

Michael Lynn Bourne,

Great Falls

Lawrence Francis Daly, Missoula

Randy Robert Rusek, Helena

Patrick Raymond Linz, Missoula

Mart Douglas Cox, Missoula

Earl Everett Bonawitz, Missoula

Allan Floyd Bykonen, Helena

Ulrich John Kratz, Lethbridge,

Alta, Canada

Wayne Carl Curry, Helena

Carmen Elizabeth Winslow,

Butte

Arthur Ago, Plains

Floyd Conrad Ugrin, Kinsey

Thomas Jude Schmidt

Aaron Hugh Ramage, Miles City

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Clair Russell Tempero, Worden

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Clifford Denia Cunningham,

Glendive

Floyd A. Maack, Hardin

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Richard Lee Remillard, Dillon

James Scott Simpson, Bozeman

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Great Falls

Thomas Henry Carlson,

Twin Bridges

William Fergus Rauch, Jr.,

Helena

David Arthur Chase, Wayzata, MN

Guy John Terrill, Helena

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Allen Wang, Baker

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Powell, WY

Donald Ray Cooksey,

Newcastle, WY

Lawrence James West, Billings

Harry Francis Borer, Forsyth

Dave W. Ferris, Dillon

Marshall Jay Jones, Billings

Joseph Freeman Daley, Kalispell

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Ronald Lee Torgerson, Cut Bank

Mitchell Roy Jorgenson,

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Terry David Wickland, Roundup

David Arthur Chase,

Wayzata, Minnesota

Leroy Perry Schoonover, Ronan

Scott Leroy Hein,

Mt. Prospect, IL

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Billings

Vernon Joseph Schmidt, Billings

Lyle Andre Morris, Dillon

Loren Franklin England,

Great Falls

Timothy John Dwyer, Havre

Byron Philip Sunwall, Froid

Robert Morris Kelly, Billings

Paul James McCann, Jr.,

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Clarence Douglas Getz, Helena

Richard Lee Remillard, Dillon

William Bud Skinner, Kalispell

FLIGHT INSTRUCTOR

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Missoula

Donald Lee Stack, Big Sandy

Edward Frank Argenbright,

Big Timber

Lawrence Gene Nelson, Helena

GROUND INSTRUCTOR

Larry Gene Nelson, Helena

(AGI)

Michael George Rafferty, Missoula

(IGI)

Keith Wise Fitchett, Billings

(BGI)

Timothy John Dwyer, Havre

(BGI)

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John J. Staffanson, Belgrade

(A&P)

Dale Myron Gauer, Helena

(AM)

ROTORCRAFT-HELICOPTER

Mark William Duffy, Bozeman

POWERPLANT MECHANIC

Brent Elliot Vetter, Helena

SENIOR PARACHUTE RIGGER

Donald Simon Daly, Butte

SINGLE ENGINE SEA

William Thomas Dawson,
Kalispell
David Francis Blair, Missoula
Kenneth Wayne Arneson,
Bigfork
John Francis Patten, Helena
(CASEL; Gldr. ATO)

GENERAL AVIATION SAFETY CLINIC

PROGRAM:

1. Air Traffic Control Tower
Procedures

2. Airspace

Guest Lecturers:

Mr. Willis Mavis, Chief, Helena ATCT
Mr. Boniface Frank, Chief, Great
Falls ATCT
Mr. Dalton Sessions, Chief, Missoula
ATCT

DATES AND LOCATIONS:

February 2—Missoula—Vo-Tech,
Building C. Room 3-7 & 8
February 3—Kalispell—Flathead Co.
High School
February 8—Helena—Vo-Tech
Building (Airport)
February 10—Butte—Montana
Power Auditorium
February 15—Conrad—Pondera
Country Club
February 16—Cut Bank—Glacier
Electric Building
February 17—Havre—REA Reception
Room

* * * * *

March 1—Polson—High School
March 2—Libby—Pacific Power and
Light Building
March 3—Hamilton—High School
March 16—Great Falls—Air National
Guard Dining Hall

March 17—Livingston—City-County
Building
March 18—Bozeman—Chamber of
Commerce
March 22—Dillon—Airport Terminal
Building

TIME:

7:30 p.m. to 9:45 p.m.

These meetings are open to the
public, pilots and "co-pilots."

For further information, contact your
local FAA Facility or:

JACK W. VAN DE RIET
Accident Prevention Specialist
Room 3, FAA Building, Helena Air-
port
Helena, Montana 59601
(406) 449-5270

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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JANUARY, 1977

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